



# U.S. General Services

## Administration

Report on the State of the Land Ports of Entry Portfolio

Prepared for the House and Senate Committee on Appropriations  
Subcommittee on Financial Services and General Government  
2019

## Report on the State of the Land Ports of Entry Portfolio

### Purpose

The Explanatory Statement to the H.R. 648-Consolidated Appropriations Act, 2019, contained the following requirement:

Within 90 days of the enactment of this Act, GSA is directed to report on the state of the land ports of entry portfolio. The content of this report shall include, but shall not be limited to, a prioritized list of new construction and major repair and alterations projects.

### Land Ports of Entry (LPOEs) Overview

The following table indicates the current number of Land Ports of Entry (LPOEs) on the northern and southern borders of the United States:

Agency	Under Agency's Custody and Control	Leased	Partially under Agency's Custody and Control and Partially Leased
General Services Administration (GSA)	101	19	3
Department of Homeland Security—Customs and Border Protection (CBP)	40	1	—
Department of the Interior—National Park Service	2	—	—
Department of Agriculture—Forest Service	1	—	—

The land border between the United States and Mexico is more than 1,900 miles long, and land border with Canada is more than 5,000 miles long. Each year, there are hundreds of billions of dollars in trade, and approximately 19 million people who cross land borders into Canada and Mexico.

Steady global and regional growth has funneled more people and goods through the Nation's aging LPOE inspection infrastructure than it is able to handle. Two-thirds of the LPOE inventory has not had capital improvements over the past decade. The average age of the land ports in this segment is 39 years. Such circumstances have resulted in both congestion and delays (that can exceed 1 hour on a daily basis) at many high-volume border crossings for both commercial and noncommercial traffic.

### Agencies Typically Located in LPOEs

Department of Agriculture  
Department of Health and Human Services, Food and Drug Administration

Department of Homeland Security, CBP  
Department of Homeland Security, Immigrations and Customs Enforcement  
Department of the Interior, Fish and Wildlife Service  
Department of Transportation, Federal Highway Administration  
General Services Administration, Public Buildings Service

### Current Projects

In FY 2018, port modernization efforts were fully completed at Derby Line I-91, Vermont, and Laredo Bridge I, Texas. CBP and GSA also finished Phase I of the modernization and expansion project at Calexico West, California, and are preparing to commence Phase II at this LPOE, utilizing the congressional appropriation received in FY 2019. Work continued at Columbus, New Mexico; Laredo Bridge II, Texas; and on the large, phased modernization projects at Alexandria Bay, New York, and San Ysidro, California. All these projects are expected to be completed in FY 2019.

### Investment Plan

As requested by the committee through appropriations report language, CBP, in consultation with GSA, develops a 5-year capital investment plan reflected in the annual report to Congress entitled “Land Port of Entry Modernization: Promoting Security, Travel, and Trade.” Below is the current list of planned capital investments in the LPOE infrastructure, in priority order:

Projects 1-13 could be funded within a five year horizon assuming the historic five year average of the President’s Budget for LPOEs.

1. San Luis I, Arizona – Design and Construction
2. Calexico West, California (Phase II-b) – Construction
3. International Falls, Minnesota – Design and Construction
4. Alcan, Alaska – Design and Construction
5. Sumas, Washington – Design and Construction
6. Coburn Gore, Maine – Design and Construction
7. New Commercial Crossing, Douglas, Arizona – Design and Construction
8. El Paso-Bridge of the Americas, Texas – Site and Design
9. Brownsville-Gateway, Texas – Site and Design
10. Calais-Ferry Point, Maine – Design and Construction
11. Raul Hector Castro, Douglas, Arizona – Design and Construction
12. Alburg Springs, Vermont – Design and Construction
13. Beebe Plain, Vermont – Design and Construction

These are the additional projects on CBP’s five year plan that exceed the historical average funding level.

14. Porthill, Idaho – Design and Construction
15. Highgate Springs, Vermont – Design and Construction

16. El Paso-Bridge of the Americas, Texas – Construction
17. Brownsville-Gateway, Texas – Construction

In summary, having a modern LPOE infrastructure is critical to ensuring that Customs and Border Protection (CBP) and agencies located in LPOEs are able to achieve their mission.